

from Gumbach and the American Lake as far south as Poland, on the right bank of the Vistula.

A dispatch from Warsaw says that among the prisoners taken by the Russians in the fighting at the junction of the Vistula River were a number of German women. According to the message, some of these women were found with rifles in their hands in the first line of trenches.

VON KLUCK'S GUNS MULLING SHELLS AT BOISONS AGAIN.

PARIS, Feb. 9 (United Press).—French troops, heavily reinforced, were today endeavoring to retake the advanced positions along the line of Boissons, in the Argonne region, which it was necessary to end to the Germans yesterday following their success in overwhelming numbers. The losses on both sides have been very heavy.

The battle line springs back and forth in an ebb and flow, the advantage passing first on one side and then on the other. The woods are full of more than 100,000 aggressive movements.

From the heights to the Allen the German guns continue. It is reported that Gen. von Kluck is again sending his forces along the sector of Boissons.

Reports received today say that the day which is already almost a month of rain, is now being hampered by the Germans with incessant attacks and parts of the ruined buildings have been set on fire.

The Germans are bombarding Paris, where the Belgian headquarters have been located, with heavy guns, and in the vicinity of Trier and Metz the Belgian artillery is again engaged in a furious duel.

LONDON, Feb. 9.—(Central News).—The British Government has received a report from the German Embassy at Berlin that the German Government has decided to make a formal protest against the use of the word "blockade" in the declaration of the United States.

The President takes the view that the war zone proclaimed by Germany does not constitute a blockade or even a paper blockade. He stated that it was simply a warning.

The President said that action by Congress could not control the use of the American flag by foreign ships, and that restrictions on such practices would have to come through international agreement.

A bill to make it unlawful for ships of foreign nations to fly the American flag "for the purpose of disguising the nationality of the vessel or for the purpose of making it appear to be a vessel of the United States or of United States register," was introduced in the House today by Representative Martin of South Dakota. It proposes a fine of from \$5,000 to \$10,000 and confiscation of the ship as a penalty.

Ambassador Page called the State Department this afternoon that the British Foreign Office confirmed the published reports of use of the American flag by the Lusitania, although it did not officially communicate the news to him. His message quoted a London newspaper report defending such use.

ATHENS, Feb. 9 (Associated Press).—The Greek Government in a note sent to Germany today insists that the rights of Greece must be respected. Referring to the German declaration that English vessels were making use of the Greek flag, the Government stated that the Greek flag cannot be held responsible for the actions of other nations.

The Government intimates that Greece expects her ships will continue to enjoy the guarantees provided by international law, especially those in the declaration of London.

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WAR ZONE DECREE NOT A BLOCKADE, WILSON DECLARES

No Formal Protest to England Against Use of Neutral Flag.

MAY POINT OUT DANGER

Bill Introduced in the House to Punish Misuse of United States Flag.

WASHINGTON, Feb. 9.—The Administration view of the hoisting of the American flag on the British steamship Lusitania, as stated today on the highest authority, is that the use of other flags by ships of nations at war is such a customary practice that no formal protest can be made, but that it will be proper to send to Great Britain a note pointing out the dangers to neutral shipping which may follow if such a practice is continued.

Regarding the establishment of a war zone by Germany around the British Isles, President Wilson told cabinet members today he was awaiting the German Government's memorandum being forwarded by Ambassador Gutzwiller before reaching a decision on what attitude to take. He said Germany's first proclamation on the subject contained many questions on which the United States would like further explanation.

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FIRST WOMAN TO STEER AIRSHIP OVER THE CITY'S SKYSCRAPERS

"Just One Long, Long Minute of Delight," Says Mrs. Sauley, Lieutenant's Bride.

RAN THE FLYING BOAT.

First of Her Sex to Risk Trip Which Even Experts Are Forbidden to Attempt.

According to Mrs. R. C. Sauley, wife of Lieut. Sauley, U. S. N., it is no trick at all to soar 1,200 feet above New York in an aeroplane, stop the car at will, swoop down to the waters of the harbor in a long and graceful glide, then up and away again on the wings of the wind. Just no trick at all. That is, if you have the right kind of stabilizer in your air-craft.

Mrs. Sauley is the first woman in the world to fly over New York, running her car as calmly and joyously as the lady of mythology steered her team of peacocks athwart the rosy sky.

Mrs. Sauley's cheeks were rosy and her dark eyes were perhaps a little brighter as she stepped out on the promenade. But her breathing seemed not one bit faster, nor was there any tremor of voice or hand or any other sign, ever so slight, of any excitement.

"It's the most exhilarating ride I have ever taken," she said, earnestly but quite simply. "What a picture New York is in this perfect afternoon light! My feelings? Just one long, long minute of delight. My husband tells me we have been forty minutes. It does not seem forty minutes. And I never dreamed New York is so beautiful."

"Wouldn't you afraid to shut off the motor and let the biplane drift 1,200 feet above the bay?"

"Oh, no. I had the utmost faith in my husband's expert knowledge. He told me to do it, and I knew it would be perfectly safe. It was, of course, it was a little queer to sit there in a car that simply soared like an albatross; but I soon got used to it."

"I don't think there is any sensation," she said quite simply. "The world is just like a great part of the time. The motor is humming, but one seems just magically sailing on Aladdin's magic carpet."

"When we were dashing under the bridges, with the fast boats and other vessels near us I was very conscious of our rapid flight. A mile a minute is fast, though one doesn't notice it high in air; but down close to the water with the boats near at hand it seems as if our boat was whirling along like a great arrow. Soon as we got up a thousand feet the sensation of shooting through space vanished."

"Do up again? Of course I shall, every chance I get. And I do hope I shall have the chance to see New York again from a thousand feet above Liberty's torch. It is a dream city, as beautiful as a vision."

It happened in this way: Lawrence Sperry, inventor of the gyroscopic stabilizer that makes an aeroplane as steady as a church, no matter how full of flares, variations and soft spots the air may be, has been demonstrating his machine during the last two weeks in a Curtiss flying boat, or hydro-aeroplane, from the Navy Yard at Brooklyn. He wants Uncle Sam to use his patent so that if the patent old gentleman ever has to drop bombs on his enemies he can do it with accuracy and dispatch, using both hands for the purpose, while the stabilizer keeps the aeroplane as level and unshaken as a ballroom floor. It is the very latest cry in the awful art of war.

Lieut. Sauley has been testing the apparatus, chiefly by going with inventor Sperry on his demonstrating trips and himself running the car. Yesterday was a fine day for a hard test, the westerly breeze blowing fitfully, now down to little or nothing, and now puffing a while at thirty or forty miles an hour. So Mr. Sauley ascended with Mr. Sperry, and they ran up and down to and fro above the City of New York and the waters about the city, and dipped and dived and flew to and fro as easily as any Mallard ducks that ever took wing. And when they returned to the Navy Yard and Mr. Sperry turned to Mrs. Sauley and said: "Oh, I do wish you would come along and take a look at New York from a spot 1,200 feet up in the air. It is simply superb!" So she looked inquiringly at her husband, and he, with a smile, handed her into the seat he had just vacated.

DOESN'T LOOK FLIMSY, BUT IT REALLY IS.

Somewhat the Curtiss flying boat doesn't look quite so flimsy as the ordinary aeroplane, because the floor of its shallow boat body lands at least a feeting appearance of solidity—a very feeling appearance to the person who goes to glide in it. The craft is, in effect, a biplane perched upon a shallow hull. Mrs. Sauley was warmly drawn, as for a side to a motor car, with an open or closed, technical exterior.

Boy Cuts Throat to Escape Whipping. ALBANY, N. Y., Feb. 9.—Patrick Flanagan, fourteen, of No. 420 Washington Place, was today by his father yesterday that if he didn't go to school today he would be whipped. Patrick cut his throat with a strap brother's razor. He is at Alexian Hospital and may recover.

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Mrs. R. C. SAULEY

And what is she like—the first woman to steer an airship over New York?

She is very young and very gentle, looks like a little Southern girl of eighteen, has a low, sweet voice, dark eyes and black hair that loosely frames her rosy cheeks. Her husband is a tall and slender young man, sparing of speech, grey-eyed, hawk-beaked and with a rugged out-jutting chin—the very type of him who should ride the grim war-eagle into battle; but she is the last person in the world one would associate with such a machine, she so gentle and different.

But she took her place in the car, nodded a brief goodbye to her man and took hold of the steering lever. Mr. Sperry had yielded control of the flying boat to her, though this was only her fourth trip in an aeroplane, and the air currents above New York are so variable and treacherous that the Aviation Society punishes any expert man who dares to fly there without special permission. The influence of the waters, of the high and low buildings and the heat that rushes up, all combined, make the air over New York as full of whirlpools and eddies as the Niagara River.

Next moment she was gone. The great biplane flashed under and past the Manhattan and East River bridges and flew as far south as the Narrows. There, reversing its course, it returned, passed high above the bridges, and gently soaring in the northern sky, all but vanished far above Blackwell's Island. The biplane looked like a very tall, thin, gray letter I laid over on its side.

Northward it flew, then northwest, circling round and round, far above the head of Liberty Island. Then the great propeller stopped, and the biplane stood still against the blue vault of heaven, stood still as a condor floating above his native mountains.

Now the forward plane dipped as the throbbing of the motor again was heard, and the vast bird-machine plunged down at an angle of 45 degrees, quite as if it would dive into the bay and go far below. But the fair hands at the steering lever moved ever so slightly, and the great bulk settled upon the surface as gracefully as a gliding swan.

A few moments more and it rose again, headed up the Hudson, then swung away for the lower side of New York, crossed it diagonally, flew over the East River and Manhattan Bridge and settled down in a long, graceful, easy spiral to its nest in the Navy Yard.

NEUTRAL CARGOES IN GERMAN VESSELS HELD UP ON THE SUEZ.

WASHINGTON, Feb. 9.—Protest against British detention at Alexandria, Egypt, of neutral cargoes valued at several million dollars was lodged today with the State Department by E. Westmann, representing A. Klipstein, a New York importer.

He explained that egg product cargoes, consigned to his firm from China, before the war began, had been seized in German vessels in the Suez Canal along with several million dollars' worth of silks and other goods consigned to other firms.

He asked the State Department to protest to Great Britain.

BELLEVUE EXPERTS BELIEVE CONFESSED SLAYER IS SANE

Dr. Gregory Expected to Declare Mors Rational—Decision To-Morrow.

WILL BE ARRESTED THEN

District Attorney Seeks More Evidence of Poison in Home Before Opening Graves.

Observers in Bellevue Hospital are of the opinion that Dr. Gregory will report to-morrow to the District Attorney of the Bronx and Westchester Counties that Frederick Mors, who asserts that he poisoned eight of the aged inmates of the German Odd Fellows' Home at Unionport and Yonkers, because they were in the way and troublesome, is sane. In the event that such a report is submitted by Dr. Gregory, Mors will be taken into custody as a material witness and locked up in the White Plains jail to await further investigation of his story.

Thus far District Attorney Martin of the Bronx has failed to gather sufficient corroboration of Mors's statements to warrant him in ordering the exhumation of the bodies of the two old men who died, according to Mors, of arsenic poisoning. However, if Mors is declared sane his story will, of course, carry more weight than it did when he was under suspicion of being crazy and the bodies of his two alleged victims will be submitted to tests for traces of arsenic.

Mors was busily engaged today in writing out an extended history of his activities in the Odd Fellows' Home while he was employed there as a nurse and porter. Dr. Gregory refused to allow Assistant District Attorney Mork of the Bronx to see him, but a woman settlement worker was permitted to talk to Mors and question him. It has been established that Mors came to New York from Vienna by way of London last June and the police of Vienna will be asked to look up his career in that city.

The committee of investigation that visited the Home to ascertain conditions in connection with the orphanage department found that the children were in about as good condition as could be expected. The city paid for about sixty of the children, and nothing was found that would justify their removal.

It is understood, however, that Grand Master Thomas McKnight of the Odd Fellows will to-day, at the regular meeting of the Board of Managers, recommend the removal of the matron in charge of the girls, Mrs. Lena Mueller. Second Vice President Wittig said he would fight to keep Mrs. Mueller, as the children love her and she is kind to them.

District Attorney Martin of the Bronx has had traced Mors's movements from time to time since June 23. He obtained some valuable side lights last night at the abandoned buildings of the home in the Bronx. Joseph Zucka and his wife are there as caretakers and William Berge lives with them.

These three old persons said when Mors came there as a nurse he insisted on being called "Mister." One of his eccentricities was wearing leggings all the time. The inmates did not like him, because on the day he arrived a man committed suicide, and the new nurse was reported to have the "evil eye." As time went on some of the old folks whispered it around that since Mors came "every one was crying."

The caretakers told of the death of Carl Gass, the "sunshine of the place." Oct. 16, they said, Mors came in and insisted that Gass drink the contents

of a glass he brought in. Gass protested, but finally drank it. That night he was removed to the "death house," as they called the hospital room, and the next day died. Mors told the District Attorney he "hastened" Gass's death in the "death house" of the abandoned home the investigators last night found large quantities of deadly poison in the form of pills. Mors, the Zuckas said, used an annex of the room as a laboratory.

Coroner Dunn of Westchester said today he did not expect to make any more arrests until after the hearing Thursday or Friday. He added that while Mors may be telling the truth, and they have found strong corroboration, it will still be hard if not impossible to prove any of the deaths were due to violence unless the bodies are exhumed and such is found to be the fact.

Last night the Coroner took the testimony of three aged inmates and two little girls in the home at Yonkers. Concerning the death of Ferdinand Schois, seventy-seven years old, whom Mors says he killed, Barbara Pabst, fourteen, said Mors asked her to carry a bottle to Schois's room. She says she found Schois propped up in bed dead. There were three or four bottles on a table and some cotton. There was a sort of sticky, sweetish odor in the room that made her "feel funny in my head."

Inspector Paurot announced this afternoon that five detectives on duty in the Fifth Branch in the Bronx had been transferred and four of them dropped. The following are the men and the positions and precincts to which they were transferred:

Lieut. George Kauff, desk duty to the East Twenty-eighth Street Precinct; First Grade Detective Paul Searney, desk duty to the East Fifty-first Street Precinct; Second Grade Detective Silas J. Repetto and John Dondoro, patrol duty in the East One Hundred and Fourth Street Precinct.

The transfers were made, Inspector Paurot said, in the interests of discipline and efficiency according to the new system of measuring the work of detectives.

Says She Gave Up Career for Millionaire. Miss Corinne Louise Bannister, who is suing George C. Murray, said to be a Newport millionaire, for \$20,000 damages, she charges, he failed to provide for her, as he agreed to, after he separated with her service. Bannister, to-day filed a bill of particulars in the Supreme Court. Miss Bannister says she turned down a theatrical offer of \$5 a week when Murray promised to take care of her.

travel therein. They will become great factors for quick passenger and mail service.

"How long do you believe that it would take a Zeppelin to make the flight from here to New York?" I asked.

"Three or four days, perhaps more, perhaps less. It would depend on the wind and the weather. Anyhow, it could hardly be expected that the first voyage would be made in the shortest time, any more than the first steamers established the record."

"What will be the trend of development in the Zeppelins in the future?"

"Where they are to be utilized for war craft, a form of construction that will permit them to fly much higher than at present. For commercial purposes they must have greater carrying capacity and greater speed. As compared with the years it took to develop the railroads, my aircraft are merely beginning their careers. At present they are too much dependent on wind and weather."

"With the exception of the first flight I made, I cannot conceive a more inspiring moment than when I can pilot one of my cruisers into New York and then go on to Washington."

The Count related to me incidents of his experience in America during the Civil War. He told of meeting President Lincoln as a military attaché and representative of the King of Wurtemberg.

As a lieutenant of cavalry, von Zeppelin declared that he has many amusing experiences with Gen. Carl Schurz, Hooker, Glimour, Meade and Pleasanton. He laughingly described Pleasanton's long locks—like a woman's.

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an's—which he attributed to a rash declaration that he would let his hair grow the war lasted. The Count told me how he narrowly escaped capture while watching a battle between the union cavalry and Zeb Stuart's slinking horse. As a neutral he could not draw sword or pistol, he said, and had to depend on the speed of his horse to get away.

The Count told me he was across the Niagara River and saw the full circle of the rainbow of the mist.

FOUR DETECTIVES DEMOTED.

Five Transfers Under New System of Measuring Work.

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